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1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
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12.00 Noon to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
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NOTICE TO CORRESPONDENTS.

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Correspondents must forward their names and ad-
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Editor, not for publication but as evidence of good
faith.All letters for publication should be written on
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No anonymously stated communications that have
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The Daily Press.

HONGKONG, MAY 18th, 1908.

CHAM WAI-PO, the chief man of the "Self-Government Society" of Canton, and guiding-spirit of the boycott against the Japanese, left Hongkong last week with his trained staff of agitators. His destination was Annam. It is conceivable that there is something more than mere coincidence in this choice of place for "strengthening the movement against the Japanese." Our readers will have noted two or three references within recent days to events that are taking place in Annam about the Yunnan border, and there is at least ground for suspecting that the curiously styled "Self-government Society" of Canton is in strong sympathy with the anti-monarchists of Yunnan, who are reported to have massed on the frontier to the number of four or five thousand, bearing arms of the latest pattern. These rebels have been finding Annam a convenient sort of sanctuary. The chairman of the "Self-Government Society" of Canton, is on his way to Annam. Certainly that is a coincidence, lending colour to our recent allegation, (the truth of which is generally admitted now) that the boycott is at bottom an anti-dynastic movement. If CHAM WAI-PO is a rebel, it is to be hoped that the French authorities will intercept him before he can join the others and cause more mischief. In any case they will not be likely to approve of such propagandists adding to the ferment already observable in Annam. The raiders on the Yunnan border have openly declared themselves to be the soldiers of SUN YAT-SEN, a gentleman whom the Chinese Government would very much like to catch. The Viceroy of the Yun-

Kwei provinces reports that they (the insurgents) appear to be well provided with funds, a commissariat, and excellent arms and ammunition. They have already captured some Government forts and many Government rifles, and the Viceroy has asked that his neighbours be instructed to send reinforcements, otherwise he cannot hold Yunnan for the Empire! The Governor of Kwangsi was thereupon ordered to send troops with all possible speed. There is also a story of a protest from the Waiwupu to the French Government, complaining that Annam is being allowed to be used as a rebel base. It is quite certain that the French do not want that sort of thing going on, and possibly they have been as much surprised as the Yunnan Viceroy was. Unfortunately, their regular forces have been seriously reduced in that part of the world, and they are not in a position to sweep up the country or to adequately guard their frontier from being violated as it seems to have been. They ought to be able to intercept the Cantonese visitors and keep them out of mischief. The N. C. Daily News suspects that the trouble is being greatly exaggerated, "for the sake of the kudos that will be attainable at the end of the campaign," and so far as the tales of furious fighting go, we have no doubt that it is all bunkum. But there is another cause of exaggeration, panic, and panic may, like smoke of fire, be taken as an indication of the existence of something out of order. These rascals are moving about and demonstrating, and though there is no chance of their achieving anything big, they cause worry and loss all round.

The English Mail of the 18th April was delivered in London on the 15th instant.

At noon on Saturday, seventeen more plague cases had been notified, making 270 to date.

The appointments of Sir Henry Berkeley and Mr. H. W. Slade to the Legislative Council are announced in the Gazette.

It is notified that information has been received from the Secretary to the Government of Burma to the effect that Hongkong has been declared an infected port.

The Gazette contains a copy of the despatch from the Secretary of State, to H. E. the Governor informing him that His Majesty had been pleased to entrust to his care, as one of the Principal Secretaries of State, the Seals of the Colonial Department.

Instructions have been issued by the Ministry of Finance to Viceroy and Governors throughout the Empire that they may introduce whatever reforms they may please in their provinces, but with the proviso that no foreign loans shall be contracted to bring about the reforms in question.

His Excellency the Governor has been pleased to appoint, under Section 3 of the Vaccination Ordinance, 1899, (Ordinance No. 2 of 1899), the following gentlemen (who are Chinese doctors at the Tung Wo Hospital) to be Public Vaccinators:—Ng Wai-nam, Lui Pak-oh, Li Houng-peng and Chan Yau-kong.

With reference to Government Notification No. 307 of the 31st May, 1907, His Excellency the Governor has been pleased to appoint Mr. Brydell to be second assistant Marine Surveyor vice Mr. Fletcher resigned, with effect from the 14th instant, during the absence on leave of Mr. James Macdonald, Government Marine Surveyor.

Japanese papers report that Messrs. Simon, Evers and Co's Kobe godowns have been legally attached by the Deutsch-Asiatische Bank and that the firm's property in Yokohama seized by the same creditor, on the 30th ultimo. The Hongkong and Shanghai Bank, the Yokohama Specie Bank and other foreign banking institutions are concerned in the matter. It is reported that several other foreign firms both in Yokohama and Kobe are now experiencing considerable difficulties.

H. E. the Governor-in-Council has, under Section 90 of the Public Health and Buildings Ordinance, 1903, (Ordinance No. 1 of 1903), selected and appointed Cheung Chan Cemetery situated on the Western side of Cheung Chau Island and about half a mile to the South-West of the village of Cheung Chau and containing about 5.19 acres as a cemetery or burial ground for Chinese, and it shall from this date (11th May), until further notice be deemed to be an authorised cemetery.

Rule 12 of the Rules and Regulations made by the Governor-in-Council on the 15th day of March, 1906, under the provisions of Section 6 of the Dangerous Goods Ordinance, No. 1 of 1873, is hereby deleted and the following rule, numbered 12, is substituted therefor:—"No naphtha, or any case of oil flashing under 73 deg. F. is being landed on any wharf, or being transhipped, there shall be no fire or light (except the electric light), nor any smoking on any ship, vessel, lighter or boat, carrying more than 50 gallons of such case oil, or in the immediate vicinity of the ship, or at or near the place where such case oil is being landed. No persons engaged in such landing or transhipping shall carry matches or any appliances whatever for producing ignition. But this regulation shall not be deemed to prohibit engine-room fires, properly banked up, or galley fires, nor engine-room fires necessary to get up steam in case of stress of weather, nor the use of steam to discharge the cargo.

The Year celebrates the anniversary of his birthday to-day.

Madame Wu Ting Fang, wife of the Chinese Minister to the United States, and sister of the Hon. Dr. Ho Kai, C.M.G., left by the "Asia" on Saturday for the United States.

At the Magistrate's on Saturday—17 women and three men—were charged with stowing away on board the "Shinshiko Maru" which reached Hongkong on Friday night from Japan. Detective Sergeant Wilden found the stowaways hiding between the keelson and the lower hold. The men were fined \$50 each and the women \$50 each, while three of the Chinese crew were also fined \$25 each for aiding and abetting.

A pony, formerly used for racing purposes, provided some excitement down Wanchai way on Friday by bolting. It was attached to a gherry in which were seated several Chinese ladies and gentlemen and, becoming frightened when a box of matches exploded in the hand of the mafao as he was attempting to light a cigarette, dashed off at a great rate and after many narrow escapes had been run—it was pulled up by Mr. Shand on the Praya.

It is reported by Colonel Takahama, a staff officer of the Port Arthur garrison, who arrived at Moji on April 27 on his way to Tokyo, that 6,000 Japanese are now living in the town. Much improvement has been made as to buildings, etc. Houses may now be built without reference to the headquarters of the fortress though such work has hitherto been prohibited. The operation of floating the ships which were sunk during the war will be begun in May and is expected to be finished before the end of this year.

An extraordinary series of suicides took place in the Tientsin Native City on Sunday evening and Monday morning, May 2 and 3. The owner of a cash shop named Yien Yuen-ching, who is an official with Taotai's rank, his son and their families killed themselves. The father and son purchased poison and giving it to their wives and children instructed them to take it. They then left their houses and met at a restaurant where they ordered a special dinner, afterwards going to a theatre. After a long evening's amusement the men went to the river bank, the father taking a sampan on the Hotung side, and the son going to the west side. They met in midstream and sprang overboard. Both sank at once. The cause of the suicides was financial difficulties. The father is said to be largely in the debt of a local foreign bank. The cash shop was besieged on Monday and Tuesday by creditors, and extraordinary scenes were witnessed. The creditors of the dead man bank their heads against the doors and shutters of the shop, some attempting to break in. The yamho has taken over the property and will pay what debts are possible. Both men were widely respected. They had homes in Peking and did a large business there—"P. and T. Times."

THE NATIONAL BANK OF CHINA, LIMITED.

ANNUAL MEETING.

The seventeenth ordinary annual general meeting of the shareholders in the National Bank of China, Limited, was held on Saturday, Mr. J. Scott Harrison (chairman of directors) presided. Others present were:—Messrs. G. C. Moxon (managing director), E. S. Kadorie, P. C. Pott, E. D. Haskell, E. Ellis, Sin Tak Fan, Chan Pi Pau, Yung Pak Loung and J. Glegg.

The notices convening the meeting having been read.

The CHAIRMAN said:—Gentlemen.—The report and balance sheet for the year ending 31st December, 1907 having now been some time in your hands I will with your permission take them as read. You will remember that in the Chairman's speech at our annual general meeting held in 1906 it was stated that there were certain securities then held by the Bank that had not been realised and that in view of the uncertainty of their value it was deemed advisable to build up reserves to provide for any deficit that might occur. Many of these securities having now been realised your Directors are of opinion that the time has arrived to make provision for all these and other losses and with that aim in view have written off all bad and doubtful assets. Your ordinary reserves are now reduced to \$150,000 after making this provision. With regard to your capital reserve which stood at \$157,820 on 31st December, 1906, it is proposed as you will observe from the balance sheet in your hands to appropriate from this fund the sum of \$104,701.66 to enable the last call of \$10,453 to appear at the rate of 1s. 3d. to the dollar and so fall in line with the rest of your capital. You will readily understand that this apparent depletion of your capital reserve fund, by \$104,701.66 is not actually a loss, but is merely a book adjustment to enable the accounts to be represented in what appears to your Directors to be the most intelligible form. In this connection I may add that when the Courts at home granted our capital in our balance sheet at 1s. 3d. to the dollar it was laid down by the Court of Appeal that the balance then standing to the credit of reserve fund should be treated as a "Capital Reserve" fund and should only be used for capital purposes, and we now avail ourselves of this authority. Before moving the adoption of the report and accounts I shall be pleased to answer any question in connection therewith that may be put to me to the best of my ability.

There being no questions,

The report was adopted on the motion of the CHAIRMAN, seconded by Mr. KADORIE.

On the motion of Mr. POTT, seconded by Mr. HASKELL, Mr. C. Ewins was re-elected as Director of the Hongkong Board.

Messrs. Lowe and Bingham were re-elected auditors on the motion of Mr. Moxon, seconded by Mr. POTT.

The CHAIRMAN—That concludes the business of the meeting, gentlemen. Thank you for your attendance.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE].

THE TURF.

LONDON, May 17th.

Kempton Park Jubilee Handicap—one mile and two furlongs—was run yesterday and resulted.

Hayden	...	1
All Black	...	2
Melua	...	3

HOPGROWERS' DEMANDS.

LONDON, May 17th.

Thirty thousand hop growers [? pickers] assembled at Trafalgar Square and passed a resolution demanding an import duty on all foreign hops.

[ANOTHER SERVICE.]

THE MOROCCO ENVOYS IN GERMANY.

LONDON, May 14th.

The Envoys of Mulai Hafid have been received by the Foreign Office in Berlin. The Envoys urged that as Mulai Hafid was now master of the country, Germany should take steps to secure the withdrawal of the French troops. They were informed that it was impossible to enter into official relations with them, but the Government would consider their request.

OPENING OF THE FRANCO-BRITISH EXHIBITION.

LONDON, May 14th.

The Prince and Princess of Wales opened the Franco-British Exhibition at Shepherd's Bush. The ceremony was marred by a persistent downpour of rain.

LATER.

M. Cruppi and M. Ruan, the French Ministers, attended a banquet given by the Chamber of Commerce in the evening. M. Ruan said he hoped the exhibition would further develop the entente.

THE GERMAN COLONIAL MINISTER.

LONDON, May 14th.

Herr Dernburg, the German Minister, passing through London en route to South Africa, to study British Colonial Institutions, met with a most cordial reception.

THE BANKERS ASSOCIATION.

LONDON, May 14th.

Major Seely, Under Secretary of State for the Colonies, attended the dinner of the Bankers Association.

THE INDIAN FRONTIER TROUBLES.

LONDON, May 15th.

Lord Lansdale was asked in the House of Lords, whether the Ameer had replied to the representations of the Government of India in reference to the participation of Afghans in the frontier outbreak and whether any explanation had been given of the hostile demonstration at the Kaiber Pass. Lord Lansdale replied that the Ameer had given satisfactory assurances of his efforts to dissuade Afghans from joining the tribesmen, but it was contrary to the public interests to enter into details of the correspondence.

THE REDUCTION OF ARMAMENTS.

LONDON, May 16th.

Sir Edward Grey speaking at a dinner of the Iron and Steel Institute, said one nation was helpless in trying to reduce armaments without others co-operating. The Government realized the importance of maintaining armaments, especially the naval armament. In conclusion Sir Edward Grey said that if our naval position falls to such a point that we are unable to cope with any probable combination brought against the navy, not merely our prosperity but our very independence and integrity will be at stake.

"The Law of Private Trading Partnership," by James Walter Smith, LL.D., belongs to the series of legal handy books published by E. & J. Wilson, of 44 Threadneedle Street, London. It is written in a simple and practical manner and as it embodies the most recent legislation on the subject, it is easy to appreciate its value.

If Allan Roth intended to point a moral with his fascinating romance (which he calls a novel) we dare not guess what it was. The effect upon us of reading "Legions of the Dawn" (London: T. Fisher Unwin) is to reaffirm our prejudice against women's suffrage, and certainly against any theory of the equality of the sexes. This scorchingly funny story, which is by no means farcical, shows us the sexes in changed places—the African Republic of Sah is a gynarchy, ruled, administered, and defended by women, who are also the breadwinners. The males become "gentles," and are ladylike in everything but bearing children. We defy anybody to read this topsy-turvy tale without enjoyment.

DEPARTURE OF THE GOVERNOR OF MACAO.

THE ADDRESS PRESENTED TO HIS EXCELLENCY.

The following is a translation of the Address presented to H. E. Senhor Pedro de Azevedo Coutinho, Governor of the Colony of Macao:—

"When the Leal Senado imagined that various problems affecting the prosperity of this Colony were rapidly approaching solution; when it was thought that progress was shortly to be made with the work of sanitation in the Chinese district; when the Senado was convinced that the harbour works in connection with the projected railway to Canton would soon be undertaken; and the construction of the gas and other necessary works would be accomplished; when it was hoped that with the beginning of the next school year the higher class schools would be so improved as to meet the special needs of the Colony; when it was known that a careful revision of the new regulations in regard to industrial taxes and fees with a view to benefiting commerce and industry was almost completed;—when the entire community entertained hopes of seeing all these undertakings accomplished by your Excellency, making fresh and rich blood to course through the arteries of the Colony, giving it life, energy, prosperity and joy; when we had already begun to dream of a future so full of happiness for this Colony, a future which would demonstrate to the Far East that the Portuguese of to-day have not lost that knowledge of colonisation of which their ancestors gave proof; when the inhabitants of Macao are just basking in a greater future;—alas! the news that you are relinquishing the post spreads with regret over the town."

"The disappointment suffered by the whole Colony could not be greater!"

"The regret felt by all could not be deeper! The Leal Senado who knew so well of your Excellency's superhuman efforts, during the year of your governorship, for the realization of all these projects on which the fate of Macao depends, and to which your Excellency has devoted the best of your intelligence, persevering with pure love in this holy crusade for the betterment of Macao, cannot but most deeply regret your sudden retirement."

"But the Leal Senado cannot forget and will remember with sincere gratitude your arduous study of these problems and your persevering work towards the realization of the bright dream of a prosperous Macao."

"Fate has not permitted your Excellency to see the accomplishment of this beautiful ideal, but we shall ever remember the example of your governorship as a model, the most complete, of honesty, honour, and devoted love of work and justice, which all governing and governed alike may profitably study."

"The Leal Senado and the people of Macao, fulfilling their duty in this most simple but impressive manner, do hereby signify their sincere gratitude to your Excellency for your devoted application to the problem of enhancing the prosperity and happiness of the Colony."

"With deep gratitude from the people of Macao—as sincere and enduring as ever were the sentiments of the inhabitants of the City of the Holy Name of God of Macao—There is no other more loyal."

His Excellency and family left Hongkong on Saturday by the steamer "Asia," proceeding home via America.

HARBOURS OF REFUGE.

Regulations made by the Governor-in-Council under Section 25 (4) of the Merchant Shipping Ordinance, 1899, (Ordinance No. 10 of 1899), for the control of vessels in the Harbours of Refuge in Causeway Bay and elsewhere in the Waters of the Colony, dated 11th May, 1908, are published. They are:

1. The Harbours of Refuge are for the purpose of affording shelter to small craft during bad weather, and shall not be used at any other time without the special permission in writing of the Harbour Master.
2. No vessel, so long as any space remains vacant in a Harbour of Refuge, shall anchor, secure, or lie in such a position as may obstruct the free access of other vessels to such vacant space.
3. Nothing in these Regulations shall prevent any vessel using any recognised pier or landing place, within the limits of a Harbour of Refuge, for the purpose of landing or embarking cargo or passengers, so long as such vessel shall not remain within such limits longer than is absolutely necessary for such landing or embarking.
4. Any breach of these Regulations shall be punishable, on summary conviction, by a penalty not exceeding \$100 or by imprisonment, with or without hard labour, for a period not exceeding three months.

LATEST STEAMER MOVEMENTS.

The N.Y.K. str. *Kagoshima Maru* (Bombay Line) left Moji for this port on the 16th inst. and is expected here on the 21st inst.

The N.Y.K. str. *Wakana Maru* (European Line) left Singapore for this port on the 15th inst. and is expected here on the 21st inst.

The C.P.R. str. *Empress of India* left Vancouver on Wednesday, the 13th inst. a.m. for Hongkong via the usual ports of call.

The C.P.R. str. *Empress of Japan* left Yokohama at noon on Friday, the 15th inst.

The E. & A. str. *Admiral* left Sydney on 14th inst. for this port (via Queensland Ports & Manila).

The Boston str. *Shammut* left Moji on 15th inst. afternoon, and is due at Manila on 21st inst.

How to BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Grème Charming, Lait Charming and Special Skin Tonic and Poudre Charming will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

PEAK TRAMWAYS COMPANY.

The annual general meeting of the shareholders in the above company was held on Saturday at the registered offices, Alexandra Buildings. Mr. H. Humphreys presided and there were also present Sir Paul Chater, Dr. Noble, Messrs G. C. Moxon, J. A. Japp, C. S. Gubby (directors), F. E. Ellis, J. M. Wong, C. B. Buyers, and Dr. Clark.

The notice convening the meeting having been read,

The CHAIRMAN said:—Gentlemen, owing to a clerical error in the original report issued, the corrected report now before you has only been in your hands since yesterday. Unless, however, any shareholder wishes me to read the report and statement of accounts, I shall follow the usual course and take them as read. During the period under review the whole of the 50,000 new shares in the Company have been duly allotted and a flat call of \$1.00 per share has been paid up on same. As actual construction work on the new line has not yet commenced it has not been found necessary to make any further call on shareholders; consequently your directors are enabled to pay you a dividend at the rate of eight per cent per annum, but after work has started and during the process of building further capital will be called up, and shareholders must expect to receive smaller dividends. The profit and loss account differs in two respects from any that have hitherto been placed before you. The balance carried forward has been omitted and an allowance made for outstanding season tickets. Both these changes (which are purely of a bookkeeping nature) have been carried out upon the suggestion of the Company's auditors. The provision for outstanding season tickets however reduces the profits by \$3,886.30. A comparison of the present balance sheet with the previous one is difficult for the reason that the former is for twelve months, and the latter for eighteen months and 13 days, but I am pleased to be able to inform you that traffic receipts for the financial year just closed show an increase of \$7,145.30 as compared with the previous twelve months. As there is only a corresponding increase in running and other expenses of \$1,103.47 the net gain on the year amounts to \$6,041.83 a result which, I think, you will consider satisfactory. Your General Managers and Directors are not yet able to state definitely when work on the new line will commence. Negotiations have been going on during the whole year with the Government and a complete survey of the proposed line has been made. Many difficulties arose in connection with these negotiations but most of them have now been surmounted and we think that before many months are over we shall know exactly how we stand. Before moving the adoption of the report and statement of accounts I shall be pleased to answer any questions.

There being no questions,

The report was adopted on the motion of the CHAIRMAN, seconded by Mr. ELLIS.

The CHAIRMAN proposed and Mr. BUYERS seconded the re-election of Sir Paul Chater, Hon. Mr. H. Keewick, Dr. J. W. Noble, Mr. G. C. Moxon and Mr. C. S. Gubby as directors. Carried.

Messrs. W. H. Potts and A. R. Lowe were re-elected auditors on the motion of Mr. CHAIRMAN, seconded by Mr. WONG.

The CHAIRMAN—That is all the business of the meeting, gentlemen. Thank you for your attendance. Dividend warrants will be posted this afternoon.

THE KOREAN NATIVE PRESS.

"The Seoul Press" gives the following translation of some passages of the article in the transitory edition of "The Korea Daily News" that led to its suspension by the Korean Government under the new Korean Press Regulations:—

"When a country has lost its sovereignty, its people are no longer human beings; they belong to the category of cattle and horses. The country itself is no better than a hell. You may have ears and eyes, yet you are as the deaf and blind and fit for no good purpose. You may have hands and feet, yet you are as criminals confined in a prison. To go a step out of your gate and a passport is demanded of you."

When you want to sell a handful of salt, you have to pay a tax. A few persons cannot together to hold friendly converse without feeling the touch of the policemen's batons. You apply for the lease of a small piece of land for reclamation, and a foreigner comes and snatches it away from you. You cannot even buy a copy of a newspaper without being subjected to incessant vexation by the devil. Each day adds to your agony; two days increase your agony by two portions; three and four days by three and four portions; and five and six days by five and six portions. Time that is endless thus only aggravates our ills without cessation, while the endless expanse of space only serves as a cage of torture for us. Then again—

"Ah! Koreans, your downward course will hereafter be accelerated, while outside pressure will bear upon you with ever-increasing force. Nameless disasters, calamities, woes, sorrow, anguish and all the tragedies enacted in Mexico, Siberia and in all the other parts of the world will be visited upon this peninsula, and there will be an end of this great mass of Tartar's descendants." A little further on we read:—

"Are the Koreans then to submit to all sufferings as if they did not feel them, to be willingly slain with swords or boiled to death in cauldrons, or to be entirely indifferent, however monstrous a treaty may be proposed, however bad laws may be put into force, whether the country and nation may be reduced to ruin? No, no! In writing as we have done, our intention is not to counsel the Koreans to keep cool and still. What we want to emphasize is that the result of waking up to pain when pain does come and forgetting it the moment it leaves is only to plunge deeper into the pitfall of pain." The article concludes with a strong appeal to the Koreans to be constant in their sorrow and indignation, to nurse always the same sort of feelings that agitate them on the occasion of the conclusion of the Treaty of November 17, 1905, and the Agreement of July 24, 1907, to dream perpetually of independence and to cry out for liberty, to follow in the footsteps of Kim Yu-sin, and to get acquainted with the ideals held up by Washington and Mazzini.

NOTICES TO CONSIGNEES

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "KUMERIC".
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI, SHANGHAI
AND MANILA.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for counter-
signature and to take immediate delivery of
their Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us
in any case whatever.

DODWELL & CO., LIMITED,
Agents.
Hongkong, 11th May, 1908.

HAMBURG-AMERICA LINE.

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship
"SCANDIA".

Capt. von Dohren having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature by the
Undersigned and to take immediate delivery of
their Goods from alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before To-day.
Any Cargo impeding her discharge will
be landed at Consignees' risk into the
hazardous and/or extra hazardous Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited; and stored at
Consignees' risk and expense.

All Claims must be presented within ten days
of the steamer's arrival here, after which date
they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 18th inst., will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 18th inst., at 3 p.m.

No Fire Insurance has been effected.
HAMBURG-AMERICA LINE,
Hongkong Office,
Hongkong, 11th May, 1908.

SS. "ERNEST SIMONS".

COMPAGNIES DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex
s.s. "Dordogne" from Havre ex s.s.
"Dordogne" from Bordeaux ex s.s. "Villo-
de Lorient" in connection with the above
Steamer are hereby informed that their
Goods, with the exception of Opium,
Firearms, and Valuables, are being
landed and stored at their risks into the
hazardous and/or extra hazardous Godowns
of the Hongkong and Kowloon Wharf and
Godown Co., Ltd., at Kowloon, whence delivery
may be obtained immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon, To-day, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining undelivered after
Monday, the 18th May, at Noon, will
be subject to rent and landing charges.

All claims must be sent in to me on or before
the 18th May, or they will not be recognised.
All damaged packages will be examined on
Monday, the 18th May, at 3 p.m.

No Fire Insurance has been effected.
P. NALIN,
Acting Agent.
Hongkong, 11th May, 1908.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

"OCEANA".

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their goods are
being landed and placed at their risk in the
hazardous and/or extra hazardous Godowns
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. Britannia
and Sunda.
From Calcutta, ex s.s. Nyanya.
From Persian Gulf ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless
instructions are given to the contrary within
6 hours.

Goods not cleared by the 19th inst., at 4 p.m.,
will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the Go-
downs for examination by the Consignees and
the Company's representatives at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the goods have
left the Godowns.

F. J. ABBOTT,
Acting Superintendent.
Hongkong, 18th May, 1908.

AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ,
ADEN, BOMBAY, COLOMBO,
PENANG AND SINGAPORE.

THE Company's Steamship
"TRIESTE".

having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed
at their risks into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd., whence
delivery may be obtained.

Optional Cargo will be discharged here unless
notice to the contrary be given immediately.
No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent to the Office of the Undersigned before
Noon on the 22nd inst., or they will not be
recognised.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the
22nd inst., will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.
Hongkong, 15th May, 1908.

INSURANCES

AACHEN AND MUNICH FIRE IN-
SURANCE CO.
OF AIX LA-CHAPELLE.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897.

NORTH BRITISH AND MERCANTILE
FIRE INSURANCE COMPANY.
TOTAL FUNDS AT 31st DECEMBER, 1905
£17,367,119.

I. AUTHORIZED CAPITAL... £3,000,000
SUBSCRIBED CAPITAL... £2,750,000
PAID-UP CAPITAL... £87,500 0
II. FUND FUNDS... £3,836,720 19 6

The Undersigned, AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 27th April, 1907.

THE GLOBUS INSURANCE COMPANY
OF HAMBURG.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

CARLOWITZ & Co.,
Agents.
Hongkong, 18th August 1906.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.,
have now 40,000 Cubic Feet of Cold
Storage available at East Point. Storerooms
will be open at 10 A.M. and 4 P.M. daily, Sunday
excepted, to receive and deliver perishable goods.

G. K. HATTON, Manager.
Hongkong 1st April, 1908.

THE HONGKONG ICE COMPANY, LTD.,
have now 40,000 Cubic Feet of Cold
Storage available at East Point. Storerooms
will be open at 10 A.M. and 4 P.M. daily, Sunday
excepted, to receive and deliver perishable goods.

G. K. HATTON, Manager.
Hongkong 1st April, 1908.

G. K. HATTON, Manager.
Hongkong 1st April, 1908.

G. K. HATTON, Manager.
Hongkong 1st April, 1908.

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G. K. HATTON, Manager.
Hongkong 1st April, 1908.

G. K. HATTON, Manager.
Hongkong 1st April, 1908.

SCIENTIFIC MISCELLANY.

TIME DISTRIBUTION BY GAS-MAINS—FOLLOW-
ING UP THE MISSING LINK—LOFTY QUICK-
SILVER COLUMNS—ENGLAND'S VOLCANIC
FIRES—MODERN MOTORS—PAPER MATERIAL
—A NEW ENGINEERING FEAT—MOONLIGHT
MEASURES—MACHINERY BELTS OF STEEL.

The urgent need of greater accuracy in the
indications of the average clock gives importance
to the suggestion of J. Jorgensen, a Londoner,
that both public and private clocks can be
synchronised at slight expense through either
the gas or electric mains of the town. The
gasworks, for instance, may have the regulator
clock, which is connected to the gas-main by a
simple attachment that has been invented. A
simple mechanism is attached to each clock
entered in the system, and is connected by a
small tube to the nearest gas pipe. At
any convenient time of day or night, a
lever at the regulating station is pulled
for a fraction of a second. This slightly
reduces the pressure in the mains, and
causes every connected clock throughout the
town to be set at precisely the same time.
With electric mains and connections, the clocks
are similarly set at uniform time once daily by
breaking the circuit or reducing voltage.

The famous apes-man, Pithecanthropus erectus,
was found about sixteen years ago, by Dr.
Eugene Dubois, in the gravel beds of the Ben-
gawan River, near Trinil, in Java. The recent
explorations in the same locality by Dr. J.
E. H. B. Smith, the German geologist, seem to in-
dicate that Java had still earlier inhabitants,
who built fires, cooked deer, pigs and ancient
buffaloes and elephants, and had pottery and
stone arrowheads. These people, whose bones
are not reported among the remains found, are
supposed to have lived 20,000 years ago.

Some tall mercury columns are used in mea-
suring great pressures, one in a well at Batte-
aux-Celles, France, is 1650 feet high, and
records up to 660 atmospheres; one at St.
Etienne, in a mine, is 1330 feet, recording 530
atmospheres; and that of Eiffel tower is 1600
feet, recording 410 atmospheres. England's high-
est, at the Technical College, Manchester, is
175 feet.

A burning cliff which recently aroused fears
of a volcanic eruption at Lyme Regis, England,
has called renewed attention to a kind of earth-
fire, not connected with volcanoes, of which a
few earlier examples have been known. The
phenomenon was observed nearly twenty years
ago in another cliff of shale about three miles
from the same spot, and still earlier the
smouldering fires in a cliff of dark blue clay on
the eastern side of Weymouth Bay attracted
much attention. The primary cause of such
outbursts seem to be the oxidation of iron
pyrites, which is often abundant in shales
and dark clays. The heat generated
may become sufficient to set fire to
some of the sulphur oil, yielding smoke
and sulphurous fumes, and the bitumen
of some shales may add other inflamm-
able material. A British geologist sug-
gests that spontaneous combustion in the
latest case has been directly due to the effect
on the decomposing pyrites of extreme
atmospheric changes, the heavy rains that have
followed a fairly hot summer, or possibly to the
action of the sea.

Comparing the reciprocating steam-engine
with the new power generators—especially with
the Parsons turbine and gas explosion-motors,
which are its only real competitors—A.
Berthier, a leading French engineer, finds
little to choose from the standpoint of cost and
safety. The motor using gas from poor
fuel or refuse, though inferior in some respects
is very satisfactory in requiring only a gas
generator, with a pipe system of low pressure
and low temperature, and no auxiliary apparatus.
The steam-turbine, with reduced friction and
absence of alternating motion and delicate
mechanism, is doubtless less exposed to deterior-
ation; but, like a piston-motor, it requires
boilers, high-pressure piping, and auxiliary
apparatus—superheaters, condenser, economiz-
ers, etc.—increasing repairs and accident risk.

Alla grass, of which 100,000 tons yearly are
already exported from Algeria, is used in France
for coarse wrapping paper but in England for
printing paper. Also from North Africa,
seven or eight times as expensive, furnish
material for high-grade papers.

On bridges and other structures of iron or
steel, it often happens that some one of several
parts in tension does not support its share of
the load, and instead of the usual expensive and
troublesome plan of taking down the parts and
forging them in a blacksmith shop, H. S. K. Camp,
a German engineer, proposes making the
adjustments in length with the structure intact.
His plan is to use thermit for heating the part
in place. This material, a mixture of iron oxide
and aluminium, is readily ignited, and it burns
with an intense heat—which may reach 5,000 deg.
F.—through the affinity of the aluminium for
the oxygen of the iron oxide. Clamps are
fastened to the steel part on each side of the
spot to be heated. These clamps are connected
by bolts, and when the right temperature is
reached turning the nuts shortens the steel
permanently to the extent desired. The opera-
tion, requiring but a few minutes, does not
interfere with traffic.

A novel means of measuring moonlight is
furnished by the selenium cell, through its well
known variations of electric resistance in light
of different intensity. By this method the light
of the full moon has been lately determined to
be a little more than one-fifth (21) of a standard
candle-power, and about nine times the light
of the half-moon. The gibbons also prove to
be brighter before than after full moon. The
selenium cell is not perfectly reliable as a test
for light of varying color, but it has been found

sufficiently accurate and sensitive to indicate the
central phase of a lunar eclipse within one
minute of the computed time.

Steel bands or bolts, as a substitute for
ordinary leather belts or rope drives, have been
introduced by a factory of Charlottenburg,
Germany. Such bolts may be reduced to about
one-sixth of the size required for leather belts,
they do not stretch, pulleys may be made
narrower, and in some cases shafts may be
smaller. Either ordinary pulleys or pulleys
with a special covering to increase friction may
be used. A belt 4 inches wide and 1/5 inch
thick transmitted 200 to 250 horse-power at a
belt-speed of 5,400 feet per minute; and tests
have shown that steel belts may run 12,000 feet
per minute.

SHARE REPORT.

Messrs. Erich Georg & Co. say in their weekly
share report dated Hongkong, 16th May 1908—
Our market has been very quiet during the
week under review, and only a small business
has been transacted at rates which show but few
changes. The sterling demand rate of exchange
on London closes at 1s. 9d., while rates on
Shanghai are 1s. 7d. for a T/T, and 1s. 7d. for
a three days' sight Private Bill, the rates in
Shanghai on this for a three days' sight Private
Draft being 1s. 7d. 1/2. Barsilver in London is
quoted 24s. 10d., and Consols 23s. 10d. The Bank
of England rate of discount remains at 3 per
cent, but the private market rate of discount has
gone back to 2 1/2 per cent.

BANK SHARES.—A fair demand continued in
the early part of the week for Hongkong and
Shanghai, and several lots changed hands at
£697 1/2 and \$700, at which latter figure the
market closes steady; London quotes 274. 10s.
Nationals are unchanged.

MARINE INSURANCE SHARES.—A few
Cantoners found buyers at \$235, but more are on
offer. Other stocks under this heading have not
changed hands and quotations are unchanged.

FIRE INSURANCE SHARES.—A few Hong-
kongers sold at \$212 and \$213 1/2, but there are
buyers now at \$215. Chinas are wanted at 392.

SHIPPING SHARES.—Hongkong, Canton and
Macao have been neglected with sellers at \$49,
although at \$283 there are possible buyers.
Ludo-Chinas remain quiet at \$62; the London
rates are unchanged, while in Shanghai the
price has advanced to 1s. 4 1/2. Chinas and
Manilas, Douglases, as well as Star Ferries, are
unchanged. Shell transports sold in a small way
at 4 1/2, London quotes 46s. sellers. Union
Waterboats have been done at \$114 and \$115,
closing at \$115 1/2. The 10th annual ordinary
meeting of the shareholders of the Star Ferry
Company, Limited, will be held on 27th instant,
transfer books closing from 20th to 27th instant,
both days inclusive.

RUBBERIES.—China Sugars are on offer
at \$135. Luzons have inquiries at \$163, but no
shares seem to be forthcoming.

MINING SHARES.—Charbonnages are un-
changed. Ruins are quiet at \$84. Chinese
Engineering and Mining Company shares can
be placed at 1s. 15d.

DOCKS, WHARVES, GODOWNS, &c.—Nothing
has transpired in Hongkong, and Whampoa
Docks, God. Parks and New Amoy Docks
are unchanged. Shanghai Docks have advanced
to 1s. 8d. Hongkong and Kowloon Wharves
fetched \$52, Shanghai and Hongkong Wharves
sold to the north at 1s. 2 1/2, and the latest
quotation by wire is buyers at 1s. 2 1/2.

LANDS, HOTELS AND BUILDINGS.—Hong-
kong Lands changed hands at \$98 and \$99,
closing with buyers at \$98. Humphreys sold
at \$10 and closing in fair demand. Shanghai
Lands have dropped in the North to sales at
1s. 11 1/2. In other stocks under this heading
there are no changes. Shanghai quotes: Ewos
1s. 5 1/2 buyers, Internationals 1s. 6d., Laoa
Kung Mow 1s. 7 1/2, and Seeyehoes 1s. 2 1/2.
Hongkong Cottons have been done at \$114.

SUNDRY MANUFACTURING COMPANIES.—
Hongkong Electric found buyers at \$154,
and more shares can be placed. Dairy Farms
have been sold at \$194 and 10s. at \$225. Green
Island Cements changed owners at \$103 and
\$104, and are on offer at the lower figure.
Other stocks under this heading are unchanged
and without transactions to report.

MISCELLANEOUS.—China Tobacco, sold at
\$107, and have sellers at \$111. China products
have sales and buyers at \$9. Pak Tramways
are firm at \$4 for old and \$2 for new shares;
Langkats have advanced in the north to 1s.
4d. A. S. Watson have been placed at \$10.
Vim. Powells are wanted at \$54. Other stocks
under this heading are unchanged. The trans-
fer books of Watkin, Limited, will remain
open till 23rd instant, when they close till
3rd instant, both days inclusive.

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NAVY BOILED
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FOR 1908
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Hongkong, 15th February, 1908. 883

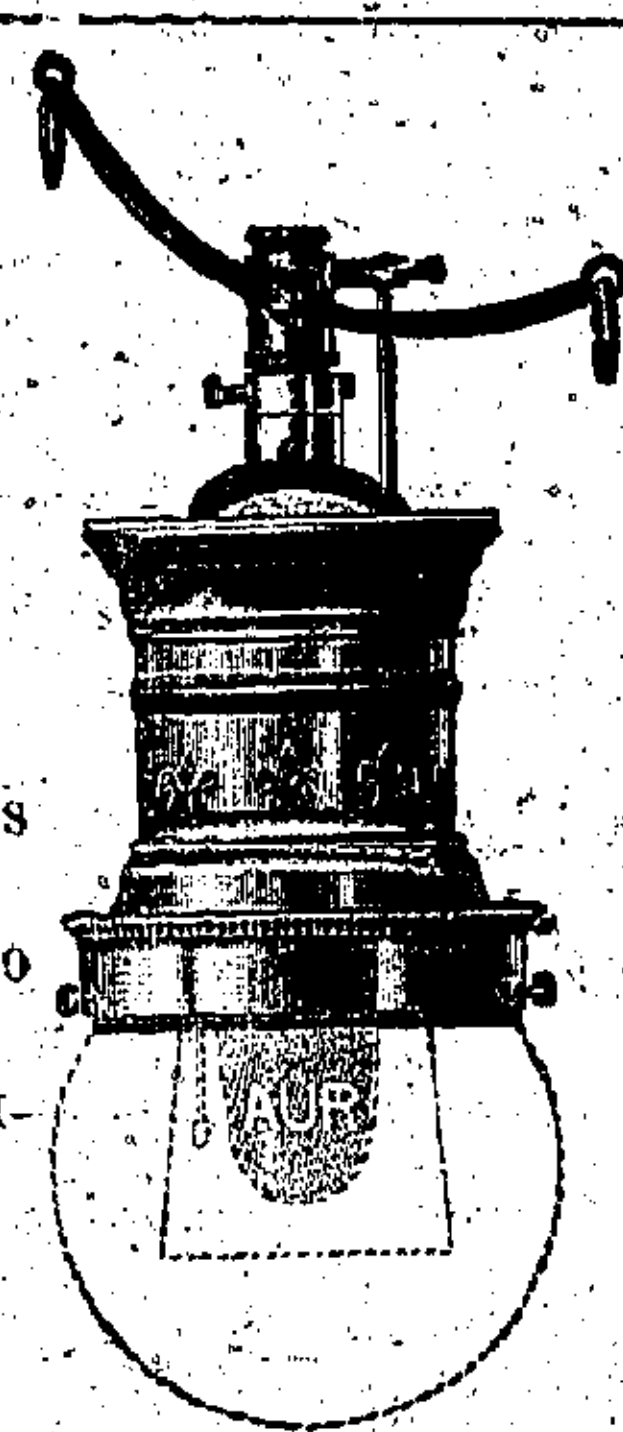
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FOR	STRAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO, PORT SAID and MARSEILLES	JAPAN Capt. C. T. Denny, R.N.R.	About 20th May	Freight and Passage.
MOJI, KOBE and YOKO- HAMA	PALERMO Capt. J. B. Ferguson	About 22nd May	Freight only.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NAMUR Capt. H. W. Kenrick, R.N.R.	About 22nd May	Freight and Passage.
SHANGHAI	ARCADIA Capt. A. L. Valentini	About 23rd May	Freight and Passage.
LONDON via USUAL PORTS of CALL	DELTA Capt. B. W. Snow	Noon, 30th May	See Special Advertisement.

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 18th May, 1908.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STRAMERS	TO SAIL
SHANGHAI	"SHAOSHING"	On 18th May, 4 P.M.
CEBU and LLOLO	"SUNGKIANG"	On 19th May, 4 P.M.
MANILA	"TEAN"	On 19th May, 4 P.M.
MANILA, ZAMBOANGA, TUESDAY ISLAND, COOK TOWN, CAIRNS, TOWNVILLE, BRISBANE, SYDNEY, HOBART, LAUNCE- STON, NEW ZEALAND, MELBOURNE, ADELAIDE, PERTH and FREMANTLE	"TAIYUAN"	On 23rd May, 4 P.M.

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TAKING Cargo at Through Rates to all European North Continental and British
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NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. ANDALUSIA	FOR ANTWERP & HAMBURG: S.S. LYDIA
19th May	18th May
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. DORTMUND	FOR HAVRE & HAMBURG: S.S. SENEGBAMBIA
25th May	22nd May
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. ISTRIA	FOR MARSSEILLES, ANTWERP, BREMEN & HAMBURG: S.S. SITHONIA
8th June	1st June
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SAXONIA	FOR HAVRE & HAMBURG: S.S. SCANDIA
16th June	15th June
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SILVIA	FOR MARSSEILLES, ROTTERDAM & HAMBURG: S.S. BELGAVIA
26th June	23rd June
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SLAVONIA	FOR HAVRE & HAMBURG: S.S. DORTMUND
8th July	12th July

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 18th May, 1908.

Hongkong Office.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STRAMERS	TO SAIL
SHANGHAI	"KWONGSANG"	Monday, 18th May, Noon.
SHANGHAI	"WAHSING"	Tuesday, 19th May, Noon.
SHANGHAI	"CHOYSANG"	Wednesday, 20th May, Noon.
SHANGHAI	"LOONGSANG"	Friday, 22nd May, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Wednesday, 27th May, Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"YUENSANG"	Friday, 29th May, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Saturday, 30th May, 3 P.M.

RETURN TOURS TO JAPAN.

The steamers "KUTSANG" and "FOOKSANG" leave about every 3 weeks for
Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing
stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A daily qualified surgeon is also carried.

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Hongkong, 18th May, 1908.

GENERAL MANAGERS.

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STRAMERS	TO SAIL
KUDAT & SANDAKAN	"BORNEO"	Middle of May.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ EITEL FRIEDRICH"	Wed. day, 20th May, at Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ HEINRICH"	About Wed. day 20th May.
MANILA, NEWGUINEA, BRIS- BANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND"	Thursday, 21st May, at 5 P.M.

For further Particulars, apply to

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Hongkong, 7th May, 1908.

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"EMPERESS OF INDIA"	3,700	THURSDAY, 4th June	22nd June
"EMPERESS OF JAPAN"	3,700	FRIDAY, 18th June	4th July
"EMPERESS OF KOREA"	3,700	SATURDAY, 18th June	17th July
"EMPERESS OF MONTENEGRO"	3,700	SATURDAY, 18th June	23rd July
"EMPERESS OF MONTENEGRO"	3,700	SATURDAY, 18th June	4th Aug.

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* "EMPERESS" Steamers will depart from HONGKONG at 4 P.M.
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THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
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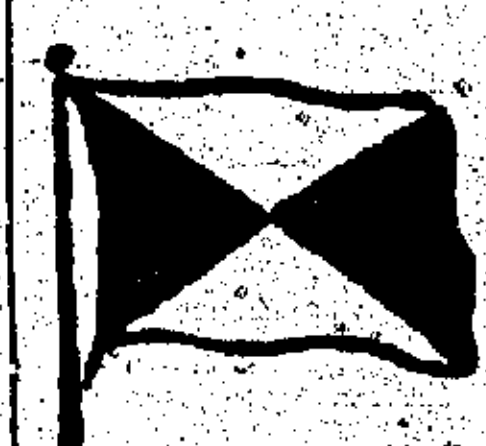
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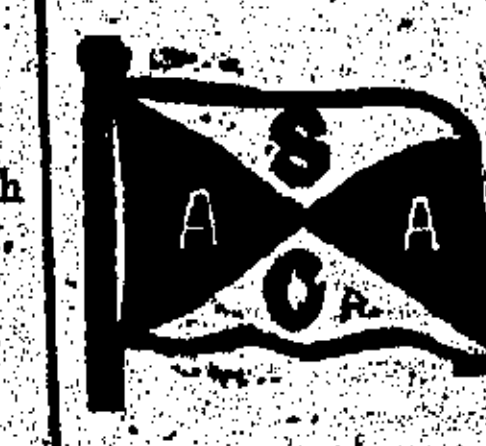
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BUBI	2540	R. W. Almond	Manila	On 23rd May, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 30th May, Noon.

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Hongkong, 18th May, 1908.



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STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
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TJIKINI	JAVA	First half of May	JAPAN	First half of May
TJIMAH	AMOY	First half of May	JAVA	First half of May
TJILATJAP	JAVA	Second half of May	SHANGHAI	Second half of May
TJIPANAS	AMOY	Second half of May	JAVA	Second half of May
TJILIWONG	JAPAN	Second half of May	JAVA	Second half of May
TJIBODAS	JAVA	First half of June	JAPAN	First half of June

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SHIPPING IN PORT.

STEAMERS.
AMIRAL DE BROUQUET, French str., 154, Chalais, 22nd April—Haiphong 18th April. Ballast—Wilks & Jacks.
ANNA, Norwegian str., 1,017, A. Ainslie, 15th May—Pulo Iwah 10th May, General— Agard, Thoresen & Co.
ANTICLOVE, British str., 5,798, G. D. Kay, 14th May—Tacoma 15th April, General— Butterfield & Swire.
CLAY MACMILLAN, British str., 2,804, A. W. Simpson, 14th May—Java 27th April, and Manila 11th May, General—Shewan, Tomes & Co.
DAGBY, Norwegian str., 883, O. Abrahamson, 14th May—Daly 7th May, General— Wallen & Co.
DEN OF ABILE, British str., 2,271, Camming, 10th April—Antwerp 10th February, and Singapore 4th April, General—Messageries Maritimes.
DUNBAR, British str., 1,900, A. B. Lee, 25th April—Moji 23rd April, Coal—Shewan, Tomes & Co.
EMPERESS OF CHINA, British str., 3,048, R. A. Robb, 4th May—Vancouver, B.C. 15th April, and Shanghai 2nd May, Mails and General—G. P. R. Co.
EMPERESS OF JAPAN, British str., 3,048, R. A. Robb, 12th May—Vancouver, B.C. 15th April, and Shanghai 2nd May, Mails and General—G. P. R. Co.
GREGORY APOKE, British str., 2,961, S. H. Bacon, 12th May—Nagasaki 8th May, General—David Sassoon & Co., Ltd.
HATHONG, French str., 500, Pomfret, 22nd April—Haiphong 18th April, Ballast— Wilks & Jacks.
HELEN RICKMERS, German str., 3,861, Joh. Sanders, 12th May—Moji 6th May, Coal— Arnhold, Karberg & Co.
KWANGTSE, Chinese str., 1,487, R. Lincoln, 15th May—Shanghai 12th May, General— Chinose.
KWANGTSE, Chinese str., 1,556, Wm. H. Lum, 13th May—Shanghai 8th May, General— Chinose.
KWANGTSE, British str., 1,541, W. Palmer, 14th May—Shanghai and Swatow 14th May, General—Jardine, Matheson & Co.
LAUREN, British str., 1,340, Frampton, 30th April—Saigon 28th April, Rice and Dry Fish—Chinose.
MONGOLIA, American str., 8,750, H. E. Morton, 12th May—San Francisco 14th April, and Shanghai 9th May, Mails and General— Pacific Mail Steamship Co.
NERITE, Dutch str., 1,480, W. J. J. J. J. from Hongkong, Arnhold, Karberg & Co.
ORIENT, British str., 3,208, Maddrell, 15th May— Kobe 4th May, Coal—Hughes & Wagh. PAIKHOI, British str., 1,239, French, 7th May— Wuhu, 4th May, General—Butterfield & Swire.
REIDAR, Norw. str., 2,279, C. Stange, 14th May—Moji 13th May, General—Agard, Thoresen & Co.
SHANGHAI, British str., 1,207, W. McIntosh, 13th May—Shanghai 10th May, General— Butterfield & Swire.
SHINCHIKU MARU, Japanese str., 3,100, H. Amamoto, Nagasaki 10th May, Coal— Osaka Shosen Kaisha.
SHIRAHU MARU, Japanese str., 2,440, Nagata, 13th May—Moji 7th May, Coal—Fukuei & Co.
SPRINGBURY, British str., 3,172, J. J. Cros- thwaite, 9th May—Batonne 6th May, Case Oil—Standard Oil Co.
TAIWAN, British str., 1,041, J. A. Martin, 14th May—Saigon 10th May, Rice and General— Chinose.
TAIYUAN, British str., 1,450, L. Dawson, 12th May—Australia 15th April, General— Butterfield & Swire.
TEAN, British str., 1,348, A. W. Outerbridge, 15th May—Manila 12th May, General— Butterfield & Swire.
TINTAU, German str., 1,002, O. Koob, 12th May—Bangkok 6th May, Rice and Salt— Butterfield & Swire.
VICTORIA, Swedish str., 989, J. A. Hallberg, 23rd April—Katsun 7th April, Coal— Wallen & Co.
WASHING, Dutch str., 1,170, W. F. Richard, 9th May—Chinkiang 5th May, General— Jardine, Matheson & Co.
ZILLAT, British str., 3,426, Peart, 26th April— Xmas Island 17th April, Phosphates— Mitsui Bussan Kaisha.

SHIRAHU MARU, Japanese str., 2,440, Nagata,
13th May—Moji 7th May, Coal—Fukuei
& Co.

SPRINGBURY, British str., 3,172, J. J. Cros-
thwaite, 9th May—Batonne 6th May, Case
Oil—Standard Oil Co.

TAIWAN, British str., 1,041, J. A. Martin, 14th
May—Saigon 10th May, Rice and General—
Chinose.

TAIYUAN, British str., 1,450, L. Dawson, 12th
May—Australia 15th April, General—
Butterfield & Swire.

TEAN, British str., 1,348, A. W. Outerbridge,
15th May—Manila 12th May, General—
Butterfield & Swire.

TINTAU, German str., 1,002, O. Koob, 12th
May—Bangkok 6th May, Rice and Salt—
Butterfield & Swire.

VICTORIA, Swedish str., 989, J. A. Hallberg,
23rd April—Katsun 7th April, Coal—
Wallen & Co.

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